2003
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report
109

City of Emporia

Prepared By

Virginia Department of Transportation
Mobility Management Division

In Cooperation With

U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

US Route

Virginia State Route

Secondary Route

Special Routes

Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route

ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Emporia

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Emporia																
				From: WCL Emporia												
58 West Atlantic St	0.41	**14000**	**G**	79%	1%	1%	1%	17%	1%	F	0.080	F	0.519	14000	G	2003
				To: Purdy Rd												
58 West Atlantic St	0.21	**22000**	**G**	79%	1%	1%	1%	17%	1%	F	0.072	F	0.551	21000	G	2003
				To: I-95												
58	0.84	**16000**	**G**	72%	1%	1%	2%	23%	1%	C	0.074	F	0.546	15000	G	2003
				To: US 301 Main St												
58	0.64	**14000**	**G**	67%	1%	2%	2%	27%	1%	C	0.076	F	0.519	13000	G	2003
				To: Reese St												
58	0.49	**16000**	**G**	84%	1%	1%	1%	13%	0%	F	0.074	F	0.516	15000	G	2003
				To: Davis St												
58	0.65	**16000**	**G**	84%	1%	1%	1%	13%	0%	F	0.071	F	0.507	15000	G	2003
				To: East Atlantic St												
58	0.40	**17000**	**G**	84%	1%	1%	1%	13%	0%	F	0.076	F	0.512	16000	G	2003
				To: ECL Emporia												
				From: US 58 West Intersection												
Bus 58	0.21	**13000**	**G**	95%	0%	2%	1%	2%	0%	C	0.079	F	0.558	14000	G	2003
				To: West Atlantic St												
				From: US 58 Connector												
Bus 58 West Atlantic Street	0.44	**13000**	**G**	97%	0%	1%	0%	1%	0%	C	0.084	F	0.503	14000	G	2003
				To: North Main Street												
Bus 58 East Atlantic Street	0.25	**5400**	**G**	89%	0%	4%	0%	7%	0%	F	0.094	F	0.518	5900	G	2003
				To: Reese St												
Bus 58 East Atlantic Street	1.20	**2100**	**G**	89%	0%	4%	0%	7%	0%	C	0.095	F	0.563	2300	G	2003
				To: US 58 East Intersection												
				From: SCL Emporia												
North 95	1.05	**20000**	**G**	80%	1%	2%	1%	17%	0%	F	0.064	F		16000	G	2003
Combined Traffic:		**39000**	**G**	79%	1%	2%	1%	18%	0%	F	0.07	F	0.516	32000	G	
				To: US 58												
North 95	0.62	**19000**	**G**	80%	1%	2%	1%	17%	0%	F	0.067	F		15000	G	2003
Combined Traffic:		**31000**	**G**	76%	1%	2%	1%	21%	0%	F	NA			28000	G	
				To: NCL Emporia												
				From: SCL Emporia												
South 95	1.24	**19000**	**G**	77%	1%	2%	1%	19%	0%	F	0.075	F		15000	G	2003
Combined Traffic:		**39000**	**G**	79%	1%	2%	1%	18%	0%	F	0.07	F	0.516	32000	G	
				To: US 58												
South 95	0.35	**12000**	**G**	69%	1%	2%	1%	27%	1%	F	0.073	F		12000	G	2003
Combined Traffic:		**31000**	**G**	76%	1%	2%	1%	21%	0%	F	NA			28000	G	
				To: NCL Emporia												
				From: SCL Emporia												
301 South Main St	0.45	**6400**	**G**	93%	1%	3%	1%	3%	0%	C	0.080	F	0.555	7000	G	2003
				To: Low Ground Rd												
301 South Main St	0.24	**9700**	**G**	93%	1%	3%	1%	3%	0%	F	0.084	F	0.565	11000	G	2003
				To: Jefferson St												
301 South Main St	0.36	**11000**	**G**	93%	1%	3%	1%	3%	0%	F	0.078	F	0.605	12000	G	2003
				To: Brunswick Ave												
301 South Main St	0.49	**17000**	**G**	96%	1%	1%	0%	1%	0%	C	0.082	F	0.505	19000	G	2003
				To: Valley St												
301 South Main St	0.20	**15000**	**G**	96%	1%	1%	0%	1%	0%	F	0.083	F	0.514	16000	G	2003
				To: Atlantic Ave												
301 North Main St	0.74	**9200**	**G**	96%	0%	2%	1%	2%	0%	C	0.090	F	0.533	9900	G	2003
				To: US 58												

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Emporia

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Emporia																
301 North Main St	0.34	**8800**	**G**	94%	0%	2%	0%	3%	0%	F	0.099	F	0.596	9500	G	2003
From: US 58 To: Halifax St																
301 North Main St	0.16	**9800**	**G**	94%	0%	2%	0%	3%	0%	F	0.093	F	0.612	11000	G	2003
From: Halifax St To: NCL Emporia																
1 Brink Rd	0.16	**NA**									NA			NA		
From: JB-40-109 SCL Emporia To: US 301																
2 Purdy Rd	0.49	**2500**	**G**	94%	1%	2%	1%	2%	0%	C	0.107	F	0.567	2700	G	2003
From: West Atlantic St To: NCL Emporia																
2 Purdy Rd	0.14	**NA**									NA			NA		
From: Satterfield Dr To: JB-40-109																
5 West End Dr	0.42	**NA**									NA			NA		
From: US 58 To: 109-2 Purdy Rd																
3800 Greenville Ave	0.17	**430**	**G**	97%	0%	2%	0%	0%	0%	C	0.107	F	0.588	470	G	2003
From: South Main St To: Tillar St																
3801 Low Ground Rd	0.43	**3100**	**G**	97%	1%	1%	0%	0%	0%	C	0.093	F	0.561	3300	G	2003
From: SCL Emporia To: South Main St																
3801 Laurel St	0.43	**800**	**G**	96%	1%	2%	0%	1%	0%	C	0.099	F	0.6	860	G	2003
From: South Main St To: Temple Ave																
3802 Brunswick Ave	0.20	**4300**	**G**	97%	0%	2%	0%	1%	0%	F	0.093	F	0.534	4700	G	2003
From: WCL Emporia To: Brunswick Ave Ext.																
3802 Brunswick Ave	0.66	**4700**	**G**	94%	1%	2%	1%	2%	0%	C	0.097	F	0.545	5100	G	2003
From: Brunswick Ave Ext. To: South Main St																
3802 Hicksford Ave	0.46	**2300**	**G**	97%	0%	2%	0%	1%	0%	C	0.107	F	0.553	2500	G	2003
From: Hicksford Ave To: Lee St																
3802 Lee St	0.37	**1900**	**G**	96%	0%	2%	0%	1%	0%	C	0.105	F	0.584	2100	G	2003
From: Lee St To: Southampton St																
3804 Valley St	0.14	**1100**	**G**	95%	1%	3%	1%	1%	0%	F	0.102	F	0.589	1200	G	2003
From: North Main St To: Halifax St																
3804 Southampton St	0.29	**1100**	**G**	95%	1%	3%	1%	1%	0%	C	0.103	F	0.512	1200	G	2003
From: Halifax St To: Lee St																
3804 Southampton St	0.18	**2100**	**G**	95%	1%	3%	1%	1%	0%	F	0.12	F	0.540	2300	G	2003
From: Lee St To: East Atlantic St																
3805 Davis St	1.32	**2100**	**G**	95%	0%	1%	0%	2%	0%	C	0.109	F	0.648	2300	G	2003
From: East Atlantic St To: ECL Emporia																
3807 Halifax St	0.15	**3100**	**G**	97%	0%	2%	0%	1%	0%	F	0.092	F	0.621	3400	G	2003
From: Southampton St To: East Atlantic St																
3807 Halifax St	0.34	**2600**	**G**	97%	0%	2%	0%	1%	0%	C	0.104	F	0.505	2800	G	2003
From: East Atlantic St To: Ruffin St																
3807 Halifax St	0.30	**1900**	**G**	97%	0%	2%	0%	1%	0%	F	0.1	F	0.547	2000	G	2003
From: Ruffin St To: US 58																
3807 Halifax St	0.53	**1400**	**G**	97%	1%	2%	0%	1%	0%	C	0.098	F	0.529	1600	G	2003
From: US 58 To: North Main St																

Virginia Department of Transportation
Mobility Management Division
2003
Annual Average Daily Traffic Volume Estimates By Section of Route
City of Emporia

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle	Truck 3+Axle	Truck 1Trail	Truck 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Emporia																
(3808) Reese St	0.12	**NA**		From: 109-3804							NA			NA		
				To: US 58 Bypass												
(3808) Reese St	0.83	**2000**	**G**	From: Southampton St 97%	1%	1%	1%	1%	0%	C	0.099	F	0.622	2100	G	2003
				To: US 58 Bypass												
(3808) Reese St	0.84	**960**	**G**	From: 94%	1%	1%	1%	3%	0%	C	0.120	F	0.674	1000	G	2003
				To: Sunnyside Rd												
(3809) Belfield Dr	0.17	**3100**	**G**	From: West Atlantic St 97%	0%	1%	0%	1%	0%	C	0.103	F	0.638	3400	G	2003
				To: Weaver Ave												
(3810) Weaver Ave	0.21	**3300**	**G**	From: Belfield Dr 96%	0%	2%	1%	1%	0%	C	0.091	F	0.508	3600	G	2003
				To: North Main St												
(3815) W Atlantic Ave	0.24	**1300**	**G**	From: Dead End near Florida Ave 97%	0%	1%	0%	1%	0%	F	0.088	F	0.844	1400	G	2003
				To: Bus US 58												
Baker St		**650**	**G**	From: North Main St							0.133	F		700	G	2003
				To: Halifax St												
Briggs St		**1400**	**G**	From: Clay St							0.113	F		1500	G	2003
				To: Tillar St												
Clay St		**2800**	**G**	From: Low Ground Rd							0.096	F		3000	G	2003
				To: South Main St												
Jefferson St		**1500**	**G**	From: South Main St							0.099	F		1600	G	2003
				To: West Ave												
Ruffin St		**1200**	**G**	From: Halifax St							0.098	F		1300	G	2003
				To: North Main St												
Temple Ave		**650**	**G**	From: Laurel St							0.107	F		710	G	2003
				To: Jefferson St												
Tillar St		**1900**	**G**	From: Briggs St							0.106	F		2000	G	2003
				To: Hicksford Ave												
West Ave		**370**	**G**	From: Jefferson St							0.109	F		400	G	2003
				To: Brunswick Ave												
West End Blvd		**840**	**G**	From: North Main St							0.097	F		910	G	2003
				To: Gay St												